ELGIN CITY COUNCIL AGENDA
SPECIAL MEETING

NEW ELGIN CITY HALL — NOVEMBER 25, 1997

CALL TO ORDER 7:00 pm at New City Hall

PUBLIC HEARING: HIGHWAY 82 ACCESS WITHIN MUNICIPALITIES

Open hearing, Mayor Rick Smith
Introduction of Elgin Council
Introduction of those present

Opening remarks by Elgin Mayor, Elgin City Councilors, staff

Comments by Other Municipal Officers, citizens

Comments, remarks by ODOT personnel

Other questions, comments, remarks

Closing comments/summary, Mayor Rick Smith

GOOD OF THE ORDER

Adopt Ordinance authorizing Refunding Bonds for the Sewer System

ADJOURN

CITY of ELGIN
SPECIAL COUNCIL MEETING MINUTES FOR NOVEMBER 25, 1997

COUNCILORS PRESENT- Kevin Cooper
Pat McMullen
John Stover
Berta Churchill
Misty Bennett
Rick Smith - Mayor
ARRIVED LATE Leroy Short

Call to Order
The meeting was called to order at 7 pm by Mayor Rick Smith.

Good of the Order
Ordnance 126 (1997) amending Ordinance 125 authorizing General Obligation Bonds in the amount of $272,887, and Sewer Revenue Bonds in the amount of $109,151, was presented to the Council. Ordinance 126 is essentially the same as the previously adopted Ordinance 125. It provides updated dollar amounts to reflect the actual bonded debt requirements.

Councilor Cooper moved that by unanimous consent of the Council, an emergency be declared and Ordinance 126 be presented for passage at a single meeting, with Councilor McMullen as second. The vote was unanimous for approval, motion carried. Ordinance 126 was read for the record and placed before the Council for adoption. Councilor McMullen moved to adopt Ordinance 126 as read, declaring an emergency for the welfare of the people of Elgin, with the Ordinance becoming effective immediately. Councilor Cooper was second to the motion. The vote was unanimous for approval, motion carried. Ordinance 126 is adopted and in immediate force.

At the bond closing scheduled for December 16, 1997, the City will have to expend moneys out of the sewer reserve fund budgeted for debt service. Councilor McMullen moved to approve the expenditure of up to $20,250 from the sewer reserve fund, budgeted for debt service, as needed to satisfy the City's obligation to the USDA. Councilor Cooper was second to the motion. The vote was unanimous for approval, motion carried.

Councilor Short arrived at this time.

Hearing
At its regular meeting November 11, the Council decided to call a public hearing regarding access standards for Highway 82 within cities. The Council invited members of the city councils of all cities on Highway 82, Representative Mark Simmons, Region 5 ODOT personnel and the general public.

Access to Highway 82 has been denied by ODOT for a proposed service station to be located within the City limits of Elgin. The denial of access was based on a standard limiting private access to one every 500'. Applying this standard to the highway will prohibit all future accesses to the highway, and cripple the commercial development of Elgin and other cities. The access planning standards further state that each jurisdiction will take every opportunity to move to this standard as opportunities arise.

Participating in the hearing were the Elgin City Councilors and Administrator, La Grande City manager Wes Hare, Island City Mayor Dale DeLong, Union County Planner Hanley Jenkins, State Representative Mark Simmons, Tom Schuft of Region 5 ODOT and about 30 members of the public. Letters of support for the City of Elgin's position were presented from Mayor Susan Roberts of Enterprise and Mayor Leon Fisher of Wallowa.

The representatives of the Cities each expressed their concern that having ODOT unilaterally limit or deny access to the highways that pass through their cities would have a sever and intolerable affect on the economic viability of the cities. Mr. Schuft stated that the Dept of Transportation standards were to preserve the serviceability of the State's highway system. He further stated that the State has identified Highway 82 as a highway of State-wide significance, the purpose of which is to move traffic from I-84 to Wallowa Lake. It was quickly noted that while this may be a "State-wide" purpose of the highway, this was not its primary purpose.

A number of questions regarding the extent and need for limiting access to the highway were directed to Mr. Schuft. Several people spoke of the adverse impact such limits would have on the area's economy. Others questioned the logic of a "solution" that preserved the highway capacity by restricting access to it for the very people it was built to serve.

Representative Simmons requested that the denial of access for Mr. Nasura's proposed business be reviewed by ODOT. Mr. Schuft stated that it was not ODOT's intent to limit business development. He further stated that it was not ODOT's policy to retroactively impose current standards. He outlined the transportation planning process, and indicated that as Elgin developed its plan, the standards applied for accesses would be different than the standards applied now. It was agreed that some movement toward these future standards could be made now in regard to current access requests.

Minutes respectfully submitted;

Joe Garlitz,
Recorder/Administrator

Attached: Letters from Enterprise and Wallowa
Attendance sign-in sheet

City Of Enterprise

108 N.E. First
Enterprise, Oregon 97828

November 25, 1997

Joe Garlitz, City Administrator
City of Elgin
P.O. Box 128
Elgin, OR 97827

RE: Access Management

Dear Joe,

The City of Enterprise requests that this letter be read for the record at your meeting tonight regarding Access Management issues.

We would like to go on record stating that we are not in favor of the current access policy ODOT is implementing, disallowing access to their state highway. Highway 82 is clearly a destination highway, beginning in LaGrande and ending at Wallowa Lake. We feel that if ODOT partnered with the cities in making access decisions we will have safe highways as intended.

The highway that comes into our communities goes out the same way. It goes through small cities with reduced speed limits and plans for safer pedestrian paths and bike routes. Our goal is the same as ODOT's, to have safe streets. To assume that by eliminating some existing access and the majority of future ones will allow traffic to move smoother with less impact on their highway is ridiculous. 10 vehicles going to a business would slow up traffic the same whether accessing it from the highway or a city street. It was also mentioned once to start using alley's. The city of Enterprise did not develop it's alley system for commercial business access. They are not wide enough for two lane traffic. If safety is the issue that was a poor recommendation.

We ask ODOT to review this policy with the cities in a partnering effort. If we interpreted Mr. Shuft's story in the Observer dated 11/24/97, he was not in the partnering mood. This article clearly stated that as long as we do it their way they will be easy to work with. This is a very unproductive way to operate. We must make solutions together, not against one another.

We thank the City of Elgin for bringing this issue out to the public.

Sincerely,

Susan Roberts,
Mayor

Michele R. Young
City Administrator

CITY OF WALLOWA

Home of Wallowa
Band Nez Perce
Pow-Wow & Friendship
Feast

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211 E. 2nd St.
Wallowa, OR 97885-0487
541-886-2422
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Gateway to
The Switzerland of
America

Joe Garlitz
City Administrator
City of Elgin
P.O. Box 128
Elgin, OR 97827

Dear Mr. Garlitz:

Thank you for inviting myself and Council to attend your "Access Standard" discussion meeting. Unfortunately, we will be unable to attend the meeting ourselves because it conflicts with our regularly scheduled Council meeting but we are sending a representative.

Like the City of Elgin, Wallowa ~~will~~ feels limiting access to our business community would be devastating. We feel that the cities along the Highway 82 Corridor Plan should have the larger input on what access should be limited and not limited. We understand our needs for accessing Highway 82 better than an administrator behind a desk in Salem. We live, work and play here and know the limitations our communities face. With the timber and agriculture industries dwindling and tourism and tourism-based businesses being our key to the future, having a Corridor Plan that includes access standards that are not flexible to our needs a waste of taxpayers time and money.

The City of Wallowa is concerned about the access standards in the Highway 82 Corridor Plan and hopes all parties involved will be able to discuss their concerns and work together to find a desirable solution for everyone.

Working together for better communities,

Leon N. Fisher
Mayor
City of Wallowa

HIWAY ACCESS HEARING

November 25, 1997

NAME	Address / (Business Company)	Phone
Joe GARLITZ	P.O. 128 Elgin City of Elgin	437-2253
Stan & Barb Steffen	74716 Yarrington Rd - Elgin	437-2150
Cassius L LISK	1011 Det. Elgin	437 0107
Pat McMullen	P.O. Box 31 ELGIN, OR	437 4732
Glenn G. Clark	P.O. Box 1115 ELGIN, OR.	437-8022
Sharon Stover	P.O. Box 582 Elgin OR	437-6031
Rev. Terry Pettens	P.O. Box 894 Elgin, Ore 97827	437-0992
Vanetta/Ray McVey	71494 Valley View Rd Elgin 97827	437-4022
Misty Bennett	PO Box 125 Elgin OR 97827	437-2702
Patrick McDonald	P.O Box 591 Elgin Or. 97827	437-7241
Brad NASEMA	p.o Box 392 Elgin, or 97827	437-3482
Wes Hale x	PO Box 670 La Grande 97850	962-1302
DALE DE LONG x	10202 MT FANNY ISLAND City 97857	963-5017
TOM SCHUFT	3012 ISLAND AVE LA GRANDE	963-5177
DERU Fairbanks	70974 Valley View Rd Elgin	437-2922
Mark Simmons x	PO Box 572 Elgin OR	437-9000
Karen Nasura	P.O. Box 392 Elgin.	437-3482
AL Swockowski	Box 826 1680 DIVISION ELGIN	437-1080
MAUREEN Swockowski	" "	"
Don Parr	800 Galveston	437 9870
Jessie M McDonald	PO Box 713 (635 Birch) Elgin	437-3132
Marylou Nichols	Box 1218 Elgin	
Bert Churchill	Baptist Elgin	437-5171